



Electric Car Terminal of the San Diego Electric Railway

## Handling Traffic to the Panama-California Exposition at San Diego

*To Provide Adequate Transportation Facilities a New Line Was Built to Balboa Park, Which Previously Had No Railway Connections*

By B. M. WARNER

General Superintendent San Diego Electric Railway

**T**HE arrangements made by the San Diego Electric Railway to transport people to and from the Panama-California Exposition have proved ample for safe, expeditious and comfortable service. The grounds are located in Balboa Park, which previously had no railway facilities owing to its undeveloped condition.

We therefore constructed during 1914 a line running on Twelfth Street from F Street to the main eastern entrance of the exposition. This double-track line was 1.5 miles long, and at the same time it served to complete a loop service embracing lines already running on B Street, Third Street and F Street, as shown in the accompanying map. The new work was installed at a cost of \$45,000, exclusive of the \$20,000 terminal described in the *ELECTRIC RAILWAY JOURNAL* for March 20, 1915.

As stated in the description of the terminal, passengers alighting from either of the two lines which serve the main entrance walk downstairs, from either of the two unloading platforms, under the departure tracks and return to the original level after passing through exit turnstiles. The latter are used, of course, to prevent improper ingress.

Passengers entering the cars by way of the single loading platform of 2000-passenger capacity first pay their fare by dropping the exact amount into any one of ten turnstile boxes made by the Coin Machine Manufacturing Company, Portland, Ore. A change-making booth is available for those passengers who lack the exact fare. Under this scheme, the passengers enter their cars in the shortest possible time, the conductor being relieved

of all work incidental to the collection of fares except the later issuance of transfers.

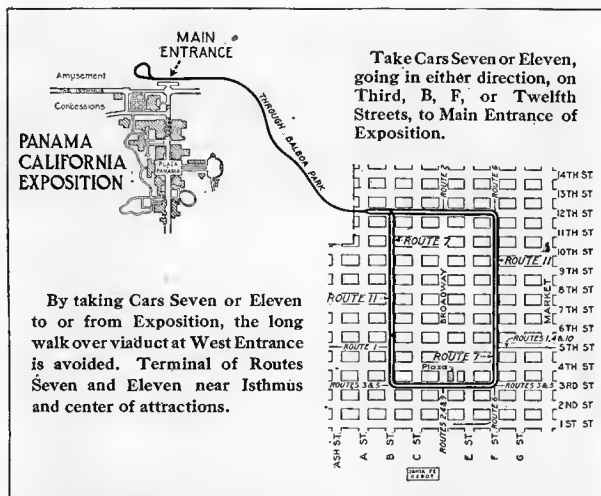
### NEW ROLLING STOCK

To handle the extra business anticipated we purchased during 1914 from the St. Louis Car Company forty double-truck center-entrance cars 50 ft. long over all. These cars differed from the preceding type in being 6 ft. longer and having ramped floors instead of a 5-in. riser at the edges of the well. In order to avoid accident from having two types of car wells, the original twenty-four center-entrance cars were rebuilt for ramp operation. The seating capacity of the larger center-entrance cars is fifty-two passengers and of the smaller forty-four.

During heavy service we operate the cars in two-car trains, always using exactly the same type for leader and follower. We find that two-car trains can be operated over the loading tracks at an average of one a minute without the least confusion. It should be stated that the loading platforms are long enough to care for three trains at a time, discharging or loading. The train connections are readily made with the aid of a Westinghouse automatic type C coupler, which takes care of air and coupling. For night service, however, a jumper for the lighting circuits is put in by hand. General Electric type M K control is used with GE-201 motors.

### TRAVEL DATA FOR PUBLIC

An interesting point in connection with the routing of travel to the exposition was the education of the riding public. With the original Fifth Street or No. 1 line it was possible for the public to reach the western entrance of the grounds by walking over a bridge. Local riders, familiar with the territory, were especially prone to do this. We therefore issued a pocket folder the inside of which is exactly the same as the illustration already mentioned. This shows that Routes 7 and 11 are preferable for riding to the exposition as they go



San Diego Electric Railway Map, Showing Direct Route to Exposition

directly to the main entrance. The same lines also serve the great concrete stadium which the city of San Diego opened on May 31, 1915. This stadium cost \$150,000 and seats 30,000—one-third of San Diego's present population. Soon after the issue of this pamphlet in January we found that the No. 1 line, which required a three-minute service for regular business alone, was no longer loaded with exposition travel.

### POCKET CARDS FOR TRAVELERS

For the general information of the public we have also issued two pocket cards. One of these cards describes the routes which correspond to our system of route numbers, the other names places of interest and how to reach them. The back of the second card also carries the schedule of the Coronado (Tent City) division showing the cars that make the local steam railroad connections. Visitors are also aided by our uniformed street solicitor at Third Street and Broadway, who not only directs people but is prepared to sell them tickets to various points of interest. In addition inspectors are stationed at different points in the congested district.



Boarding Cars After Passing Through Turnstiles



Two-Car Train at the San Diego Terminal